

OUR JUDGING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

* CHINA MAIL OFFICE.

The China Mail

Established February, 1845.

VOL. XLIX. No. 9564.

號四月十年三十九百八千英

HONGKONG, WEDNESDAY, OCTOBER 4, 1893.

日五廿月八年己癸

THE HONGKONG CHINESE MAIL
報字華郵
(Hongkong Wu Zi Ya Po)
ISSUED DAILY.

CHUN UN MAN,
Manager and Publisher.

SUBSCRIPTION:
For Domestic Subscribers, 10/- per annum;
Overseas, \$11.40 per annum,
including postage.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 160 & 162, Leadenhall Street. W. M. WILLS, 161, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.

PARIS AND LILLE.—AMERIQUE FRANCE, 36, Rue Lafitte. Paris.

NEW YORK.—J. STEWART HARRIS, THE CHRISTIAN EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA.—MOSCO, A. A. DA CRUZ, Amoy, N. MOALE & CO., LIMITED, Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yuhkohata, Lane, CRAWFORD & CO., and KELLY & CO.

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL, £1,500,000.
SUBSCRIBED, £1,125,000.

Bankers, LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:

For 12 Months, 5 %
For 6 Months, 4 %
For 3 Months, 3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

Intimations.

ZETLAND LODGE
No. 525.

THE Regular MEETING of ZETLAND LODGE is POSTPONED until TO-NIGHT (WEDNESDAY), the 4th Instant, at 8.30 or 9 p.m. VISITING BRETHREN are cordially invited to be present.

Hongkong, October 4, 1893. 1703

SUBSCRIBED CAPITAL, £2,000,000.
CAPITAL CALLED UP, 261,093.15.0.

Board of Directors.

W.M. KESWICK, Esq., Chairman.
Adolf von Andes, Esq. F.D. SASSON, Esq.
Robert Iveson, Esq. H.D. Stewart, Esq.
David McLean, Esq.

Hongkong Committee.

The Honble J.J. KEARWICK.
The Honble C.P. CHATER.
H. HOPKINS, Esq.

Head Office:

3, PEINING STREET, LONDON.

Bombay, CALCUTTA, HONGKONG & SHANGAI
Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
Allowed on Current Accounts and Fixed
Deposits, can be ascertained by application.

CHANTREY INCHBALD,

Manager.

Hongkong, April 10, 1893. 247

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £2,500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GRIMES, Esq. H. SCOTTERFORT, Esq.
CHAN KEE SHAN, Esq.
Kwan Hoi Chuen, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Banches.

LONDON, YOKOHAMA, SHANGAI AND
AMOY.

Bankers.

THE COMMERCIAL BANK OF SCOTLAND.
PARK'S BANKING COV. AND THE ALLIANCE
BANK (LTD.)

Interest for 12 months Fixed 5 %.

do 6 do do 4 %

do 3 do 3 %

Current Accounts 2 %

Hongkong, May 24, 1893. 47

HONGKONG AND SHANGAI
BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$3,000,000.

RESERVE LIABILTY OF \$10,000,000.

PROPRIETORS

COUNCIL OF DIRECTORS:

H. HOPKINS, Esq.—Chairman.

G.J. HOLLYDAY, Esq.—Deputy Chairman.

Carl Janzen, Esq. A. McDonachie, Esq.

H. J. Joseph, Esq. J. S. Moses, Esq.

Hon. J. J. Keswick, Esq. D. R. SASSON, Esq.

Julius Kramer, Esq.

Chief Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—J. P. WADE GARDNER, Esq.

London BANKERS—LONDON AND COUNTY
BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2
per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 5 per cent. per annum.

do 6 " 6 "

do 12 " 6 "

T. JACKSON,
Chief Manager.

Hongkong, August 19, 1893. 880

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND
SHANGAI BANKING CORPO-

RATION. Rules may be obtained on ap-

lication.

INTEREST on deposit is allowed at

3% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 more to the HONGKONG AND
SHANGAI BANK, to be placed on

FIXED DEPOSIT at 3% PER CENT. per

annum.

For the Hongkong and Shanghai
Banking Corporation.

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1615

STAINFIELD'S

PRIVATE FAMILY HOTEL,

1, Queen's Road East.

VISITORS will find SUPERIOR
ACCOMMODATION at Moderate
TERMS.

Hongkong, September 1, 1893. 1537

Business Notices.

LANE, CRAWFORD & CO.

JUST RECEIVED,

A NEW SHIPMENT OF

LINCOLN, BENNETT & CO'S

FELT HATS,

ALSO,

CHRISTY'S
TERAI HATS.

LANE, CRAWFORD & CO.

Hongkong, September 21, 1893.

Intimations.

THE HONGKONG FOOTBALL CLUB.

THE ANNUAL MEETING for the purpose
of receiving the Committee's Report
on the Past Season and of electing the
Committee and Officers for the Coming
Season will be held in the CHINOOK CLUB
Pavilion, on MONDAY, the 9th October,

at 6 p.m.

H. W. SLADE,
Hon. Sec.

Hongkong, October 3, 1893. 1706

CANTON INSURANCE OFFICE,
LIMITED.

THE TWELFTH ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS will be held
at the OFFICES of the Undersigned, at
12, QUEEN'S ROAD (N.W.), on SATURDAY, the
21st October instant.

The TRUSTEE BOOKS of the Company
will be CLOSED from the 7th to the 21st
Instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 3, 1893. 1704

N O T I C E .

NOTICE is hereby given that in accord-

ance with Article No. 18 of the Articles

of Association of THE BANK OF CHINA, JAPAN AND THE STRAITS,

LIMITED, the DIRECTORS have passed a

Resolution making a CALL of ONE

POUND per Share on the Ordinary Shares

of the Bank, such Call to become PAYABLE

as follows:—

Five Shillings on the 1st November, 1893.

Five Shillings on the 1st February, 1894.

Five Shillings on the 2nd April, 1894.

Five Shillings on the 1st June, 1894.

The several Instalments of the above Call

are PAYABLE as above at the OFFICES of

the Bank, in local currency equivalent.

INTEREST at the Rate of 5 % per

annum will be allowed on all Instalments

paid in advance of due date.

If the Sums payable in respect of any of the above Instalments be not paid in full before the respective day appointed for Payment thereof respectively, INTEREST

will be charged on the amount unpaid at the Rate of 10 % per annum from the day appointed for Payment thereof to the time of Actual Payment, in accordance with Article No. 21 of the Articles of Association of the Bank.

S. L. DABBY,
Acting Manager.

Hongkong, September 26, 1893. 1668

IN THE SUPREME COURT OF
HONGKONG.

IN BANKRUPTCY.

No. 8 & 9 of 1893.

In the Matter of WONG POH KIN
AND CHIU TO SHANG.

NOTICE is hereby given that a Receiving Order dated the 15th September, 1893, has been made in respect of the Estate of WONG POH KIN and CHIU TO SHANG, lately carrying on Business as No. 61, Praya Central, as BOARDING-HOUSE KEEPERS, under the Name or Style of MING LA CHAN and MING LI CHAN HIN KEI.

And Notice is hereby further given that on the 12th October, 1893, has been fixed for the First General MEETING of

THE CHINA MAIL.

No. 9564.—October 4, 1893.

To Let.

TO LET.

N^o. 3, WEST TERRACE.
Apply to G. C. ANDERSON,
13, Praya Central,
Hongkong, May 31, 1893. 1709

TO LET.

GODOWN in WANCHAI, No. 4, Praya East, next to the ASILE DE LA SIE.
ENFANCE.
Apply to ARNOLD, KARBERG & Co.,
Hongkong, August 11, 1893. 1409

TO LET.

With Immediate Possession.
ONE GODOWN, No. 117, Praya East, at Bowrington.
Apply to DORABEE NOWROOZEE,
Victoria Hotel,
Hongkong, July 23, 1893. 1711

TO LET.

DWELLING HOUSES—'BANGOUR,' THE PEAK—FURNISHED,
'THE WILDERNESS,' CAINE
ROAD,
'NORMAN COTTAGE,' ROBINSON
ROAD,
No. 4, RIFTON TERRACE, Bonham
Road,
Nos. 2 and 8, CHANCERY LANE,
No. 3, WYNDHAM STREET,
FLOORS IN BLUE BUILDINGS,
FLOORS IN EIGHT STREET, PEEL
STREET AND STAUTON STREET,
FLOORS IN No. 6, SHELLY
Lane,
No. 14, KNUTSFORD TERRACE, Kow-
loon,
Nos. 11 and 12, COBBEE ROYAL,
MAGAZINE GAF—FURNISHED.

OFFICES—FIRST and SECOND FLOORS No.
4, QUEEN'S ROAD CENTRAL, over the
BANK OF CHINA, JAPAN & SPAIN,
LTD.
PRAYA CENTRAL, over Messrs.
DOUGLAS LAFRAK & Co.'s.
GODOWNS—
BLUE BUILDINGS.

Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, September 30, 1893. 1338

TO LET.

NOS. 2, 7, 11 and 12, SAVOY TERRACE,
THIRD FLOOR in No. 6, QUEEN'S
ROAD.
ROOMS in COLLEGE CHAMBERS,
OFFICES in VICTORIA BUILDINGS.
Apply to DAVID SASOON, SONS & Co.,
Hongkong, September 19, 1893. 985

TO LET.

No. 2, PEDDER'S STREET, next to the
Post Office—suitable for OFFICES
or CHAMBERS.
Apply to G. C. ANDERSON,
13, Praya Central,
Hongkong, March 1, 1893. 390

TO LET.

OFFICES and GODOWNS in 'BAN-
GOUR,' Queen's Road, Nos. 10 to
20, lately occupied by Messrs. DODDWEI,
GARDNER & CO.
HOUSE, No. 6, LIZ HOUSE STREET, now
occupied by Messrs. GIBB, LIVINGSTON &
CO.
HOUSES at 'BELLIOS TERRACE,' Robin-
son Road.
HOUSE, No. 1, DUDDELL STREET, or in
FLATS.
GODOWNS in DUDMELL STREET.
ROOMS in 'BACONFIELD ARCADE,'
SHOP, No. 24, QUEEN'S ROAD, opposite
Hongkong Hotel.

HOUSE, No. 21, SHELLY STREET.
BUNGALOW 'DELMAE,' Yau-ma-te,
ROOMS on Top Floor of No. 10, LIZ
HOUSE STREET, above the 'City Club.'
Apply to BELLIOS & Co.,
Hongkong, September 29, 1893. 1687

AT THE PEAK.

MOUNT KELLETT.
TO LET.
Apply to BELLIOS & Co.,
Hongkong, September 29, 1893. 1688

TO LET.

ONE COMMODIOUS HOUSE.
Apply to BELLIOS & Co.,
Hongkong, September 29, 1893. 1688

TO LET.

THE HOUSE NO. 30, ELGIN STREET.
Rent moderate.
For Terms, apply at
THE MEDICAL HALL,
Hongkong, September 5, 1893. 1554

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—
CENTENNIAL American ship, Cap. B. J.
Colcord.—Order.

To-day's Advertisements.
AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM SHANGHAI AND KOBE.

THIS A.S. Marquis *Bacchus*, having ar-
rived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk late in the Godowns after
the 1st October, 1893. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

For further particulars, apply at the
Company's Office.

G. de CHAMPEAUX
Agent.
Hongkong, October 4, 1893. 1713

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Steamship *Arranmore*, Capt. J. E. HANSEN, will

be despatched for the

above Ports on SATURDAY, the 7th
Instant, at Noon.

For Freight or Passage, apply to

DAVID SASOON, SONS & Co.,
Agent.

Hongkong, October 4, 1893. 1711

To-day's Advertisements.

**IN THE COLONIAL COURT OF
ADMIRALTY OF HONGKONG.**
SUIT NO. 3 OF 1893.

JESSEN AND OTHERS, Plaintiffs,
against
THE SHIPMANT BANTAM
AND FREIGHT.

THE Undersigned will (pursuant to a
Commission for Sale issued herein)
SELL BY PUBLIC AUCTION, on

M O N D A Y,

the 6th day of November, 1893, at 2.30
o'clock in the Afternoon, at the SUPREME
COURT HOUSE, Victoria, Hongkong.—

(Unless previously Sold by Private Treaty),

THE IRON SCREW STEAMSHIP

B A N T A M,

Gross Tonnage 2,314, Net Registered
Tonnage 1,621, as she now lies afloat in
Hongkong Harbour.

The Vessel was built by Messrs. A. & J.
Inglis, at Glasgow, in 1885 and classed
100 A.1., but is now unclassed and will have to be reclassified, her eight
years classing having just expired.

Length 239 Feet
Breadth 37 Feet
Depth 15 Feet 6 inches

Is fitted with Direct Acting Compound
ENGINES of 260 H.P., nominal and 1,250
H.P. Effective, built by A. & J. Inglis
in 1885; Diameter of Cylinder—H.P. 36
inches; L.P. 70 inches; Stroke of Piston
3 feet 9 inches.

Is fitted with Two Double-ended Multi-
tubular Steel BOILERS having a heating
surface of 4,840 square feet; working
pressure 90 lbs. These are in good condition.

Total Dead-weight Capacity, including
Bunkers, 2,800 tons.

Burden Capacity, 352 tons.

Further Particulars can be obtained on
application at the OFFICE of Mr. V. H.
DRAGON.

F. A. HAZELAND,
COLONIAL COURT OF ADMIRALTY
OF HONGKONG.

**IN THE SUPREME COURT OF
HONGKONG.**

In the Matter of the Estate of G. HARGENS,
late of Victoria, Hongkong, Gentle-
man, Deceased.

NOTICE is hereby given, that the
Honourable the CHIEF JUSTICE having
in virtue of Section 3 of Ordinance
9 of 1870, made an Order limiting to the
25th NOVEMBER, 1893, the time for sending in
CLAIMS against the said Estate.

All Creditors are hereby required to
send in their CLAIMS to the Undersigned
before the said Date.

Dated 23rd September, 1893.

C. F. A. SANGSTER,
1716 Acting Registrar.

STEAMSHIP SYDNEY.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNEES.

CONSIGNERS of Cargo from London
or Steamship *Georgina* and *Tigre*
and from Havre or Steamship *Tigre*
in connection with the above Steamer, are
hereby informed that their Goods—with
the exception of Opium, Treasure and
Valuables—are being landed and stored
at their risk at the HONGKONG & KOW-
LOON WHARF & GODOWN COMPANY,
at Kowloon, whence delivery may be ob-
tained immediately after landing.

Optinal Cargo will be forwarded on, unless
intimation received from the Consignees
before Noon To-DAY (Wednesday), the 1st
Inst., requesting it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after WED-
NESDAY, the 11th Instant, at Noon, will be
subject to rent, and landing charges.

All Claims must be sent to me or to
my Agent, W. H. R. DRAGON, or to
Creditors who will be entitled to receive
them.

All Damaged Packages will be examined on
TUESDAY, the 10th Instant, at 3 p.m.
No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, October 4, 1893. 1710

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

PAQUEBOT POSTE FRANCAISE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEN, SUEZ

PORT SAID.

MEDITERRANIAN AND

BLACK SEA PORTS, ALEXANDRIA,

MASSILLE, LONDON,

HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 18th October,

1893, at Noon, the Company's

S.S. *OCEANIE*, Commandant SCHMITZ,

with MAILED, PASSENGERS, SPECIE,
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for

London as well as for Massille, and ac-
cepted in transit through Massille for the
principal places of Europe.

Shipping Orders will be granted.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Under-
signed before Noon, on the 13th Instant,
or they will not be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 11th Instant will be subject to rent.

Bills of Lading will be countersigned by

C. ZANELLA,
Agent.

Hongkong, October 4, 1893. 1708

FOR SINGAPORE, PENANG AND

CALCUTTA.

The Steamship *Arranmore*, Capt. J. E. HANSEN, will

be despatched for the

above Ports on SATURDAY, the 7th
Instant, at Noon.

For Freight or Passage, apply to

DAVID SASOON, SONS & Co.,
Agent.

Hongkong, October 4, 1893. 1711

VICTORIA DISPENSARY.

WATER.—The Water used is absolutely

pure. Steam Plant of the latest

and most powerful type. Supervi-
sion,—The whole process of manu-
facture is under the continuous

supervision of a qualified English

Chemist.

THE PRODUCT.—Will bear compari-
son with the Waters made by the
noted makers in England.

Dakin, Cruickshank &

Company, Ltd.

VICTORIA DISPENSARY.

763

To-day's Advertisements.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

PAQUEBOT POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND

YOKOHAMA (DIRECT).

(Taking Cargo

THESS is said to be some chance of the proposals that have been made for connecting the Indian and Ceylon Railways systems being considered by the Government of India. There are two schools on the topic. The first would improve the communication through the Sikkim by means of a canal, making a commercial outlet at Pamban, and connecting that place with Madras by rail. The second idea is to cross the Straits with a railway by means of a causeway and viaduct, and to join Madras and Colombo by railway system direct. This latter idea, if carried out, would result in Colombo becoming the chief port for Southern India. Each of these ideas is put forward by an entirely separate company or syndicate.—*C. & I. India.*

The Bangkok Times writes merry over the statement that three Siamese Ambassadors, from the Government of Siam, had just returned from an unsuccessful mission to China. The passage of these three because it requires them to make the journey circumstantial—fanciful and dubious special envoys through Hongkong to Peking. They started from Bangkok three months ago. Since then, until the present, all trace of these envoys has been lost. They have now miraculously revived, their safe but somewhat "doubtful" return to this country—which they never left—being announced by a contemporary distinguished for its veracity. The newspaper able to swallow this story can swallow anything and everything. And it does boil it, it thinks it can score a point against Siam.

According to latest advice from Bangkok, Prince Dulewong was still confined to his chamber. Correspondence of a diplomatic nature continues to pass between the Siamese and French Plenipotentiaries; however, it is said that the conference will be renewed within the course of the few days. Regarding the statements which have appeared in the European Press to the effect that M. le Myre de Villiers is to obtain for M. Doloch the cession of certain Siamese States of the Malay peninsula for his canal at the isthmus of Kra, it is perhaps hardly necessary for us (Bangkok Times) to explain that the only object of the French Plenipotentiary's Mission is to settle the details of the ultimatum lately accepted by Siam. There is no question of any concessions in the ultimatum and there can consequently be no reference to them in the conference. As a matter of fact no such proposal has been even hinted at by M. le Myre de Villiers, and it is to be regretted that such very improbable and unfounded rumors should be encouraged in England and elsewhere.

We are informed upon good authority that, as a result of the recent Joint Note presented by the Foreign Ministers to the Tsang-hi Yamen in connection with the Sang-pu massacre and calling upon the Imperial Government to punish all the officials, high and low, who, by their culpable negligence, permitted that atrocious crime to be committed, the Viceroy Chang Chih-tung has received a lengthy and unpleasant despatch from Peking. The despatch points out how the Foreign Delegates recognized the rights of Foreign missionaries to enjoy in peace in the interior, and render the proud and insolent Viceroy that in his immediate jurisdiction only but it failed to produce effect. The high officials in Peking professed to be greatly put out by the attitude of the Viceroy and of the Huan and Hupan officials, and by the scant respect which they paid to the Imperial Decree, and the despatch goes on to warn Chang Chih-tung that not even his past services or high reputation would save him from degradation and condign punishment if he does not put an end to the anti-foreign crusade within his two provinces. That he can do so is proved by the fact that since he received the reprimand nearly six weeks ago nothing has been heard of attacks upon Christians in Hunan or Hupan, and, as far as we have heard, that the great examinations at Wuchang have been productive of any disturbance which was at one time openly threatened by the local and high officials.—Shanghai Mercury.

One of the most startling occurrences in Bangkok since the unaccountable disappearance of Capt. Vorrath from the s.s. *Suryavirage*, while lying at the bar of the River, came on August 18, 1893, when the *Times*, the abode of Henry Gibbons, body, was belatedly picked up at Paknam some days since. Gibbons is described as a man of some 40 years of age and medium height. He came here about a year ago from Australia. He was formerly employed on the borders of Afghanistan as an engineer, and is said to hold the diplomas of M. I. E. On his arrival in Bangkok he was employed by Messrs. Grassi Bros. & Co. Latterly he entered into partnership with one J. Stephens, and chartered the *Torpedo* for the purpose of towing paddy boats up the river. Stephens, who called at this office and gave his explanation of the affair on Monday, says:—"The *Torpedo* was moored at the Bangkok Dock on the night of the 8th instant, and we were to start the following morning. Before starting, it was Gibbons' intention to go to the shore for provisions, and to land again as we passed the Green House. He went to the shore at daylight and although he had had a glass or two of drink—nothing unusual—he was by no means intoxicated. At midnight he awoke and, thinking it was 3 a.m., wanted to have the fire lighted. Finding his mistake he again went to sleep. In the morning he was missing and I have not seen him since. There was a short plank leading from the launch to the wharf, and he might have slipped off it while attempting to get ashore." Stephens came here from Hongkong on 16th of August, and now resides at the globe hotel.

The following items are taken from the London and China Express of 1st Sept.:

In consequence of his appointment to be Chairman of the Royal Commission on Opium, Lord Brassey has resigned his position on the Board of Directors of the Suez Canal.

The following appointments have been made at the Admiralty:—Sub-Lieutenant J. P. Barton, to the *Impératrice*; Midshipman C. E. Lloyd Thomas, to the *Impératrice* (additional) to date Sept. 3.

The highest price on record, £680, has just been paid for two stamps—namely, the penny red and the twopenny blue of Mauritius of 1847, with the words "Post Office" on the left side. There are only two other specimens of these stamps known in England, both of which are in the Tregiling Collection in the British Museum.

The Behring Sea arbitrators having pronounced a verdict calamously in favour of Great Britain, it is generally assumed that some high honour will be paid Sir Charles Russell for the important part he played in this important affair. It is venture enough to prophesy, but many think more than likely that a peerage will be his reward. Peerges have generally been given for fair trials that are prolonged and happily closed.

Has the skull of the great tragic poet, Sophocles of Greece, been found? Pro-

fessor Virchow, speaking in the Berlin Academy of Sciences on the subject, has given a number of reasons which plead in favour of that thesis, and which at any rate are not inconsistent with its probability. He is in possession of the remarkable rolls. It is of a very light and brittle description; whitish-grey in colour, and quite white in the cleavage. Its discovery was not, as is so often the case, the result of a lucky chance, but of forethought. The skull attributed to Sophocles is comparatively small. But this, as Virchow says, was not an infrequent feature among the ancient Greeks. The Lectorian statue of the poet has a relatively small head.

M. Bourès has been seriously ill of late. A Paris correspondent states:—"The health of M. Bourès underwent a grave, and sudden change after the attacks made on his conduct as Ambassador of France to Peking. He was charged with the Chinese Board of Foreign Affairs not to yield to M. Jules Ferry, who was already ailing. The volume in which these accusations were given brought on a grave illness, from which he was nearly six weeks between life and death. Improvement began to show itself, and the doctor in attendance said that M. Bourès might leave Brussels for Contrexéville. But on 26th ult. there were fresh complications, and a consulting physician was called in. The last bulletin from Brussels says, 'The serious symptoms have somewhat abated. A slight pain has made itself felt in the right foot, and to swallow this story can swallow anything and everything. And it does boil it, it thinks it can score a point against Siam.'

Mr. William Dilley-Llewelyn, eldest son of St. John Dilley-Llewelyn, and a student of the Oxford University, was found dead on 25th Aug. shot through the heart, in Peppercorn Woods, near his father's estate, in the neighbourhood of Swansea. The evidence given at the inquest made it clear that Mr. Dilley-Llewelyn, who had been out shooting, had met his death from the accidental discharge of his gun.

A regrettable incident, much talked of in the House of Commons, took place in the Lobby on 25th August. Happily it was rather comical than tragic in its procedure and consequences. As Mr. Harry Furniss, the well-known artist, entered the Lobby, an Irish member, Mr. MacNeill, feeling himself aggrieved by what purported to be a portrait-sketch of him appearing in *Punch*, approached, and after a few pro forma remarks began to pounce the astonished artist. The assault was, according to the survivor's testimony, more in accordance with the mental and general disposition of the man than the unexpected attack. "He struck me about the body," the object of the assault says in regard to the incident, "but the blows were not very hard. They were more probes than blows. He continued assaulting me for some time, and called the attention of members present to what he was doing. I took it quietly, as I thought it best not to retaliate and make a scene. I am the more astonished at this conduct as the hon. member has always expressed the profoundest appreciation of these caricatures, and has asked me to present him with one." In further statement of what took place Mr. Harry Furniss says:—"I was standing in the lobby about twenty minutes past seven when Mr. Swift MacNeill, my friend, and I, and another member of the House of Commons, Mr. MacNeill, first called me if I drew the curtains in *Punch*, and I said it depended upon what they were. He showed me one, and I told him I did it. He then called me some very offensive names, and walked round and round me, assailing me. Soon afterwards Dr. Tanner came up very excited, and said if he had been in Mac'Neill's place he would have done a great deal more. Several other Irish members got round me while Mr. MacNeill was assaulting me. It was evidently an organized attack upon me for my cartoons."

A TYPIC AND ITS SEQUEL
PROCEEDINGS BEFORE THE MAGISTRATE.
At the Magistracy this afternoon, Mr. H. W. Farmer, Hongkong, and Hughie Ward, Mr. W. Wood, Chartered Bank, and Mr. J. A. E. Chaudel, steamerkeeper, Naval Officers' Yard, were charged by Cheung Yam, master of the steam launch *Rising Star*, before Capt. Hastings, with assaulting him on September 23.

Mr. H. Denys prosecuted on behalf of the complainant, and Mr. Phillippe defended the accused, who pleaded not guilty.

Mr. Phillippe asked that his clients might be allowed to sit down in front of the dock as the proceedings were likely to be somewhat protracted. One of the defendants, Mr. Francis, was not in very good health.

Mr. Denys—I do not, of course, object; but I do not know if my friend's opening statement is quite correct.

His Worship—If you are going to plead physical infirmity on behalf of your client I have no objection to his sitting down, but otherwise I certainly want to see him.

Mr. Phillippe—I cannot plead physical infirmity.

His Worship—Then certainly not.

Mr. Denys opened the case, setting forth the facts of the case, very much in the terms of the evidence of the complainant who was called as the first witness. He characterized the proceedings of the accused in dragging the man forward, and round and round me, assaulting me. Soon afterwards Dr. Tanner came up very excited, and said if he had been in Mac'Neill's place he would have done a great deal more. Several other Irish members got round me while Mr. MacNeill was assaulting me. It was evidently an organized attack upon me for my cartoons.

THE TYPHOON.
A Peak correspondent informs us that the *John Currier* (not John C. Currie, as reported by us yesterday) was observed this morning lying apparently in a safe anchorage of Laemna. Two steam launches were alongside. The *Pilot Fish* had also gone out to her assistance. The foremast of the sailing ship has gone by the board and all above the mainmast head has been carried away, but the mizzen is standing with all yards including the royal yard.

LATER.—The American ship *John Currier* arrived here at about 8.30 p.m., in tow of the *Pilot Fish*.

The following accounts have been sent us:—

Capt. Cobban, of the steamer *Zafiro*, which arrived this morning, reports:—"Had moderate N. W. wind and squalls till 90 miles west of Bolinao. On the afternoon of September 20 encountered a typhoon at N. W., increasing to a fresh gale, accompanied by terrific squalls and blinding rain and a very high cross sea. At midnight turned ship's head to the S.E. for six hours. The weather then improving a little, barometer rose to 29.38, and the wind hauled to S. W. The course was then set for Hongkong, the vessel came under the lee of the island of Samal and steamed S.E. wind throughout the rest of the passage. Passed a banque standing to the Eastward, ten miles south of Gap Rock. We had no indication of this typhoon when leaving Manila."

Capt. Stearns of the steamer *Loe Sole* reports:—"Left Bangkok 26th and Koh-Chang 26th ultimo; passed and signalled Cape Padaran 3 p.m., 26th, receiving Hongkong weather report for the day previous. Experienced light and moderate variable winds till morning of 1st inst., the wind then blowing fresh from the N. W. with cloudy sky and heavy cross swell; wind gradually increasing and sea becoming very high; this was continued till 9.2nd inst., when it commenced to moderate. During the time the gale lasted squalls occurred at short intervals and blew with full hurricane force and a terrific sea running, causing vessel to ship some very heavy water—smashing up one life-boat and causing of steerage gear, also carrying away poor ladders. The wind during the gale varied between N. W. and West; lowest Bar. reading 29.21. Thence to port moderate to fresh winds from S. W. W. with cloudy weather.

Capt. Stearns of the steamer *Mengkol*, which left Bangkok on Sept. 22, reports:—"Bangkok to Pulau Ong Light S. W. winds and some weather. Pulau Ong to Paracel light to moderate S. W. and W. by N. moderate. At Paracel a strong gale from S. W. with high Fly seas, which increased to a strong gale with falling barometer and every appearance of a typhoon. Turned ship and steered S.W. course, wind hauling to West, then steered round the Paracel and came up the eastern side, and when in lat. 13° 45' N. long. 113° 40' E. wind freshened to a strong gale from N. W. W. with rapidly falling barometer and high N.E. by sea with every appearance of another typhoon. At 6 p.m. on Oct. 1st 'here to' with the intention of

leaving him at Civil Hospital.

Q.—Who took you to Hospital?—Mr. Farmer and a constable. I was taken in a sedan chair. I became conscious of this on my arrival at the Hospital after midnight.

Q.—When did you see the doctor?—He came down stairs when I arrived at the Hospital and looked at me.

Q.—When did the launch get to the hospital?—I don't know. I felt pain all night.

Q.—Did the doctor wish to discharge you from Hospital on Sunday?—No. I have got no pain now.

Q.—Is your mother in Hongkong?—Yes.

Q.—She gave you sampan on Saturday, Sept. 23, didn't she?—No.

Q.—And you deny having sampan on the 23rd?—I did not say any.

Q.—Do you ever have any drink?—No; I do not like it.

Q.—Have you ever had any in your life?—Yes; but not often.

Q.—Did any of the boys give you drink on board the launch?—No.

Q.—Did you have any drink on board?—No.

Q.—Have you a good temper?—Yes.

Q.—How long have you been with Mr. Darbison?—Eight months. Before that I was with the Steam Launch Co., and pre-

dicted to that with Mr. Andrew Johnston.

Q.—And why did he kick you out?—I was not kicked out. I have been charged before the Harbour Master for negligence.

Q.—Why do you bring this charge against Mr. Fraser?—Because he hit me. The other two had a hand in it.

Q.—On which side were you when the boat took place? I was on the starboard side. Mr. Fraser was on the same side when he assaulted me. I was steering the launch.

Q.—All three were on the starboard side. None of my folks were standing up when I was assaulted. It was after I was hit that my folks came. I yelled, and they came to my assistance.

Q.—What lights were on board the launch?—One at the bow and the side lights; and a light in the stern.

Q.—There were no other lights on the deck?

His Worship—It is against the rule.

Q.—Then was it very dark?—No; it was a bright moonlight night.

Q.—Did you order steam to be stopped when you were assaulted?—No.

Q.—Was the launch stopped at all?—No.

Q.—Were you immediately when you were assaulted?—Yes; not after.

Q.—Where were you put to sit down when you were assaulted?—Where the mate was little in front of the wheel; near the second class passenger seats. I was put on the deck, but it was a stanchion at the bow to which I was tied up. I was dragged forward on the starboard side.

Q.—Then did you put in your queue?—I did not know then. I knew who coiled the rope round me. It was neither of the defendants.

Q.—Did anybody talk to you at the bow?—No.

Q.—Did you speak to anybody?—No, I faintly away.

Q.—And you were not conscious again till you found yourself in the Civil Hospital?—That is so.

Q.—Are you sure who struck you?—It was the first defendant.

Q.—Why did they catch hold of you?—Were you doing anything to provoke them?—No. I simply asked, "Who is to give me orders?"—No. The first defendant said, "I am the taipan."

Q.—Why did you catch hold of his arm?—I did not.

Q.—And you did not say anything rude?—No.

Q.—Did you offer any resistance to being taken forward?—As I was down on the deck already I allowed them to take me forward.

Q.—Why did you call loudly to your folks?—I didn't.

Q.—Did you tell them what to do?—No.

Q.—Were they angry at being taken from the wheel?—I did not know that.

Q.—Did they come off to see what was the case when you were assaulted at the wheel?—They were near me, but none of the others.

His Worship—How can he say whether his folks were angry or not?

Q.—Have you spoken to Mr. Farmer about the case?—No.

Q.—Do you know Mr. Farmer?—Yes. I have spoken to him about the case, nor have I spoken to me.

Q.—Did you tell Mr. Farmer if he could not settle the case?—No. I gave him no instructions to try to settle the case.

Q.—Did Mr. Farmer say if you would take \$20 or \$15 to settle the case?—No.

Q.—Supposing Mr. Farmer says he tried to settle the case would you tell him what is not true?—I did not tell him to settle the case.

Q.—How much wages did you earn?—My wages were \$17 a month.

Q.—I will not have any share at the end of the year. I have not spoken to Mr. Durbison about the case.

Q.—Would you have felt inclined to settle the case?—Yes. I have had the inclination, but the case has been so protracted. I was going to have it settled, but they would not allow me. I do not know who it was.

Q.—Chun-tai—Am I a sailor on board the *Rising Star*. I was on board on Saturday, Sept. 23. I remember the launch returning by Capumon about 10.45. I was leaning against the stanchion on the port side. The captain was at the wheel. When coming through Capumon I saw an Englishman speaking to the man at the wheel. I do not know what he said. The last I saw him was at the wheel. I was on the deck, and the bell for half past. It was rung once more for full speed. I saw two Englishmen coming ashore; one had hold of the steersman's arm, and pulled him down on deck. These others came ashore and held him down. I could see him on deck. All put their hands on him, and rolled and pressed him down.

Q.—Can you say what share?—In rolling me down.

Q.—Why do you charge the third defendant?—He was doing the same as the second defendant. I did not know their names before that night: I made inquiries and got their names. I don't know what happened after I was tied up. A little past 7 o'clock on Saturday morning I became conscious. I fell all right. Monday, I did not feel any spirit on Saturday evening. I did not notice the first defendant.

Q.—What condition were the defendants in on Saturday night before they assaulted you?—They were in a sound condition.

Q.—Can you give any description of the condition they were in about 10.30?—They were very

